

Message Text

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PAGE 01 STOCKH 00100 111210Z
ACTION EUR-12

INFO OCT-01 ISO-00 CAB-02 CIAE-00 COME-00 DODE-00 DOTE-00
EB-07 INR-07 NSAE-00 CIEP-01 FAA-00 /030 W
-----111218Z 003843 /13
P 111110Z JAN 77
FM AMEMBASSY STOCKHOLM
TO SECSTATE WASHDC PRIORITY 9489

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E.O. 11652: N/A
TAGS: SOPN, SW
SUBJECT: SEPTEMBER AIR INCIDENTS

REF: STATE 4985

1. TEXT OF LETTER RECEIVED BY EMBASSY DECEMBER 28, 1976
FROM LUFTFARTSVERKET (DEPARTMENT OF CIVIL AVIATION)
REGARDING SEPTEMBER INCIDENTS FOLLOWS:

2. BEGIN TEXT. QUOTE. THE DEPARTMENT OF CIVIL AVIATION
PRESENTS HERewith THE FOLLOWING CIRCUMSTANCES AND
COMMENTS RELATING TO A FLIGHT OVER THE BALTIC SEA BY A
US MILITARY AIRCRAFT.

"ON SEPTEMBER 20, 1976 AT 14.47 GMT A JAPANESE PASSENGER
AIRCRAFT OF TYPE DC 8 REPORTED THAT AT REPORT POINT 20 E
(5718 N - 2000 E) IN AIR CORRIDOR UG 24, IT HAD BEEN
VERY CLOSE TO ANOTHER AIRCRAFT. AT THIS TIME ALTIITUDE
HAD BEEN FL 330 (10,000 M.) AND THE JAPANESE
AIRCRAFT WAS ENROUTE FROM MOSCOW TO COPENHAGEN. WITH
THE AID OF RADAR IT WAS POSSIBLE TO DETERMINE THAT THE
OTHER AIRCRAFT IN QUESTION WAS A US MILITARY MACHINE OF
TYPE C 135 WITH THE MARKING "BIBLE 83", WHICH ACCORDING
TO THE FLIGHT SCHEDULE AT THE TIME WAS ON A VFR FLIGHT
EAST OF RONNE VOR. IT COULD ALSO BE ESTABLISHED THAT,
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WITHOUT PERMISSION, THE US AIRCRAFT HAD FLOWN INTO AIR
CORRIDOR 24 IN THE SWEDISH AIR INFORMATION REGION. AT
1707 GMT THE SAME C 135 WAS REPORTED ON A COLLISION
COURSE WITH A FINNISH CARAVELLE MACHINE, 90 NM
SOUTHWEST OF SUNNA VOR ON FL 310.
" ANNEX 11 OF THE CONVENTION ON INTERNATIONAL CIVIL
AVIATION IN THE CHICAGO CONVENTION PRESCRIBES THAT

MEMBER NATIONS (IN ICAO) WHICH HAVE ASSUMED RESPONSIBILITY FOR UNDERTAKING AIR TRAFFIC CONTROL SERVICES IN AIRSPACE OVER INTERNATIONAL WATERS SHALL ENSURE THAT SUCH SERVICES ARE PROVIDED IN ACCORDANCE WITH THE REGULATIONS IN THE SAID ANNEX. IN CONNECTION WITH THE APPROVAL OF THE FOREWARD TO ANNEX 11, THE ICAO COUNCIL POINTS OUT THAT MEMBER NATIONS WHICH ASSUME THE ABOVE- MENTIONED RESPONSIBILITY MAY MAKE USE OF STANDARD REGULATIONS AND RECOMMENDATIONS IN ACCORDANCE WITH WHAT APPLIES IN THE TERRITORY IN QUESTION.

"ARTICLE 12 OF THE CHICAGO CONVENTION STATES I.A. THAT THE CONVENTION TRAFFIC REGULATIONS SHALL APPLY OVER INTERNATIONAL WATER AREAS, WHICH IN ITS TURN MEANS THAT ANNEX 2 OF THE SAME CONVENTION - INTERNATIONAL TRAFFIC REGULATIONS - SHALL APPLY WITHOUT MODIFICATIONS.

"ACCORDING TO CURRENT INTERNATIONAL TRAFFIC REGULATIONS VFR FLIGHTS SHALL NOT BE MADE ABOVE FL 200, UNLESS PERMISSION HAS BEEN OTHERWISE GRANTED BY THE RELEVANT ATS AUTHORITY. THE DEPARTMENT OF CIVIL AVIATION, WHICH IS THE RELEVANT ATS AUTHORITY IN THE SWEDISH AIR INFORMATION REGIONS, HAS NOT ISSUED ANY SUCH GENERAL PERMISSION.

" AIP SVERIGE RAC 1, SUBSECTIONS 2.1.3.1 AND 2.3.1, PRESCRIBES THAT AIRCRAFT FLYING IN AIR CORRIDORS WITHIN SWEDISH AIR INFORMATION REGIONS SHALL OPERATE IN ACCORDANCE WITH IFR, IRRESPECTIVE OF WEATHER CONDITIONS. DURING DAYLIGHT, HOWEVER, CERTAIN CROSSINGS OF THESE AIR CORRIDORS AT FL 200 AND BELOW ARE PERMITTED (IN EXCEPTIONAL INSTANCES WHICH ARE NOT RELEVANT HERE). LIMITED OFFICIAL USE

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SUCH CROSSINGS SHALL BE MADE WITH EXTRA CAUTION AND, IF POSSIBLE, AT AN ANGLE OF 90 DEG TO THE CORRIDOR, AND IN LEVEL FLIGHT.

" THE DEPARTMENT OF CIVIL AVIATION, WHICH IS AWARE THAT THE CHICAGO CONVENTION, AS STATED IN ITS ARTICLE 3, IS APPLICABLE ONLY TO CIVIL AIRCRAFT, WOULD REFER, MEANWHILE, TO PARAGRAPH (D) OF THAT ARTICLE. IT IS STATED HERE THAT THE NATIONS CONCERNED WHEN ISSUING REGULATION FOR THEIR STATE-OWNED AIRCRAFT SHALL GIVE DUE CONSIDERATION TO THE SAFETY DEMANDS OF CIVIL AIRCRAFT. PARAGRAPH (B) OF ARTICLE 3 CATEGORIZES MILITARY AIRCRAFT AS STATE-OWNED AIRCRAFT.

" IN TERMS OF AIR SAFETY THE DEPARTMENT OF CIVIL AVIATION REGARDS THE INCIDENT IN QUESTION AS SERIOUS AND HEREWITH PASSES THE MATTER ON SO THAT SUCH MEASURES AS CAN BE REQUIRED MAY BE TAKEN. END QUOTE. END TEXT.

SMITH

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Message Attributes

Automatic Decaptioning: X
Capture Date: 01-Jan-1994 12:00:00 am
Channel Indicators: n/a
Current Classification: UNCLASSIFIED
Concepts: TEXT, CIVIL AVIATION, MILITARY AIRCRAFT, COMMERCIAL AIRCRAFT, PUBLIC CORRESPONDENCE, ALLEGATIONS, AIRCRAFT ACCIDENTS
Control Number: n/a
Copy: SINGLE
Sent Date: 11-Jan-1977 12:00:00 am
Decaption Date: 01-Jan-1960 12:00:00 am
Decaption Note:
Disposition Action: RELEASED
Disposition Approved on Date:
Disposition Case Number: n/a
Disposition Comment: 25 YEAR REVIEW
Disposition Date: 22 May 2009
Disposition Event:
Disposition History: n/a
Disposition Reason:
Disposition Remarks:
Document Number: 1977STOCKH00100
Document Source: CORE
Document Unique ID: 00
Drafter: n/a
Enclosure: n/a
Executive Order: N/A
Errors: N/A
Expiration:
Film Number: D770010-0202
Format: TEL
From: STOCKHOLM
Handling Restrictions: n/a
Image Path:
ISecure: 1
Legacy Key: link1977/newtext/t19770161/aaaacbpj.tel
Line Count: 114
Litigation Code IDs:
Litigation Codes:
Litigation History:
Locator: TEXT ON-LINE, ON MICROFILM
Message ID: 40072fdb-c288-dd11-92da-001cc4696bcc
Office: ACTION EUR
Original Classification: LIMITED OFFICIAL USE
Original Handling Restrictions: n/a
Original Previous Classification: n/a
Original Previous Handling Restrictions: n/a
Page Count: 3
Previous Channel Indicators: n/a
Previous Classification: LIMITED OFFICIAL USE
Previous Handling Restrictions: n/a
Reference: 77 STATE 4985
Retention: 0
Review Action: RELEASED, APPROVED
Review Content Flags:
Review Date: 20-Dec-2004 12:00:00 am
Review Event:
Review Exemptions: n/a
Review Media Identifier:
Review Release Date: n/a
Review Release Event: n/a
Review Transfer Date:
Review Withdrawn Fields: n/a
SAS ID: 3621842
Secure: OPEN
Status: NATIVE
Subject: SEPTEMBER AIR INCIDENTS
TAGS: SOPN, EAIR, SW, US, JA, UR
To: STATE
Type: TE
vdkgvwkey: odbc://SAS/SAS.dbo.SAS_Docs/40072fdb-c288-dd11-92da-001cc4696bcc
Review Markings:
Margaret P. Grafeld
Declassified/Released
US Department of State
EO Systematic Review
22 May 2009
Markings: Margaret P. Grafeld Declassified/Released US Department of State EO Systematic Review 22 May 2009